DOCUMENT RESUME

ED 183 337 RC 011 897

TITLE	Guidelines for the Planning of Rural Regions in Europe. A Contribution to an Overall European Regional Planning Policy. Appendices to the Conference Report Presented by the Belgian and German Delegations, Part II.
INSTITUTION	Council of Europe, Strasbourg (France).
REPORT NO	CEMAT-78-1
PUB DATE	Oct 78
NOTE	54p.; Not available in paper copy due to publisher's preference. Paper presented at the European Conference of Ministers Responsible for Regional Planning (Vienna, Austria, October 5-7, 1978). For related documents see RC 011 894-897
EDRS PRICE	MF01 Plus Postage. PC Not Available from EDRS.
DESCRIPTORS	Change Strategies; Communications; Comparative Analysis; Land Use; Metropolitan Areas; *National Programs; *Objectives; *Policy Formation; *Problems; *Regional Planning; Rural Areas; *Rural Development; Urban Areas
IDENTIFIERS	*European Conf of Ministers Respon Region Planning

ABSTRACT

Appendix I presents national inventories and analyses of the problems, objectives, and instruments pertinent to the rural areas of 21 countries. Data, including land area, agricultural ratio, and report and map sources, are provided for Austria, Belgium, Cyprus, Denmark, Finland, France, Federal Republic of Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Turkey, United Kingdom, and Yugoslavia. Appendix II reports on a survey and analysis of 132 European metropolitan areas and 172 main lines of communication in national frameworks. This examination of the present state of development is an essential basis for generating ideas concerning the structure and regional planning of Europe. Appendix III provides a summary analysis of the objectives, instruments and measures available nationally, illustrating the influence of metropolitan areas and main lines of communication on a regional planning design. These appendices provide documentation for references in RC 011 896. (NEC)

****
* Reproductions supplied by EDRS are the best that can be made *
* from the original document. *
****

ED183337

COUNCIL OF EUROPE

CONSEIL DE L'EUROPE

EUROPEAN CONFERENCE OF MINISTERS RESPONSIBLE FOR REGIONAL PLANNING

Vienna, October 1978

FEB 1980
ERIC/CRESS
RECEIVED

U.S. DEPARTMENT OF HEALTH, EDUCATION & WELFARE
NATIONAL INSTITUTE OF EDUCATION

THIS DOCUMENT HAS BEEN REPRODUCED EXACTLY AS RECEIVED FROM THE PERSON OR ORGANIZATION ORIGINATING IT. POINTS OF VIEW OR OPINIONS STATED DO NOT NECESSARILY REPRESENT OFFICIAL NATIONAL INSTITUTE OF EDUCATION POSITION OR POLICY

"PERMISSION TO REPRODUCE THIS MATERIAL IN MICROFICHE ONLY HAS BEEN GRANTED BY

Council of Europe
Strasbourg (France)

TO THE EDUCATIONAL RESOURCES INFORMATION CENTER (ERIC)."

RC 011897

PLANNING OF RURAL AREAS IN EUROPE

Appendices to the Conference report presented by the Belgian and German delegations

EUROPEAN CONFERENCE OF MINISTERS RESPONSIBLE

FOR REGIONAL PLANNING

4th session

Vienna 5-7 October 1978

GUIDELINES FOR THE PLANNING OF RURAL REGIONS IN EUROPE

A contribution to an overall European regional planning policy

CONFERENCE REPORT

presented by the Belgian and German delegations

APPENDICES

Council of Europe
Strasbourg

55.826
09.4

CEMAT (78) 1
Part II

TABLE OF CONTENTS

		Page
APPENDIX I:	INVENTORY AND ANALYSIS AT NATIONAL LEVEL OF THE PROBLEMS, OBJECTIVES AND INSTRUMENTS CONCERNING RURAL AREAS	1
APPENDIX II:	SURVEY AND ANALYSIS OF METROPOLITAN AREAS AND MAIN LINES OF COMMUNICATION IN NATIONAL FRAMEWORKS ...	31
APPENDIX III:	ANALYSIS OF OBJECTIVES, INSTRUMENTS AND MEASURES AVAILABLE NATIONALLY IN FUNCTION OF CONCEPT OF METROPOLITAN AREAS AND MAIN LINES OF COMMUNICATION	41

./.

A P P E N D I X I

INVENTORY AND ANALYSIS AT NATIONAL LEVEL OF THE PROBLEMS, OBJECTIVES AND INSTRUMENTS CONCERNING RURAL AREAS

1. AUSTRIA AREA: 83,849 sq km

I. PROBLEMS

The problems affecting the rural regions in Austria are comparable to those in other central areas of Europe and are due to the following conditions:

- location with respect to settlement centres (peripheral areas);
- lack of communications along the border;
- natural constraints for agriculture (mountain areas, regions with unfavourable climatic and/or configurative conditions);
- unfavourable structure of enterprises (small-scale industries, scattered holdings);
- insufficient suitability for tourism purposes; therefore no alternative possibility for agricultural development, while further industrial development is difficult due to other reasons:
- the lack of infrastructural development of enterprises and settlements.

The situation of rural regions becomes particularly critical if the above-mentioned conditions overlap.

The consequences of these conditions are: declining population in rural areas, insufficient infrastructural facilities with an inadequate degree of utilisation, low agricultural income, few jobs in the secondary sector, and also in the tertiary sector unless there is suitability for tourism purposes, long-distance commuters, low capacity of local communities. In mountain areas, the small space suited for settlement activities and infrastructural facilities results in a reduction of the similarly small area suited for agricultural use.

Agricultural ratio: 13.8%.

./.

Area

Rural areas: about 95.0% (including forests, deserts, lakes).

Urban areas: about 5.0% (characteristics: population density more than 300 inhabitants per km2, uninterrupted urbanisation, agricultural ratio less than 5.0%. For the present purpose only larger urban areas were taken into account).

II. OBJECTIVES

The prime objective of Austria's regional policy is the establishment of equal conditions of living and the supply with sufficient job opportunities in all parts of Austria. In rural regions this requires the maintenance of an indigenous and problem-conscious population. Its secured existence is guaranteed only if the economy is strongly diversified and, above all, the domestic population can benefit from it.

By meeting these objectives, the disparities between rural and urban regions are to be largely reduced. In particular, agriculture is to be developed in such a way that both the best possible supply of the population and the preservation of recreational areas are secured. In some cases, however, a conflict of objectives may arise between the necessary economic development or urban areas and the protection of the landscape.

III. INSTRUMENTS

Instruments for enforcing the objectives are planned at the government and the Länder levels. A distinction can be made between regulatory and development measures. The latter are applied by the government and the Länder while regulatory measures are predominantly provided by the regional planning and nature preservation laws of the Länder. Individual development measures are aimed especially at promoting certain small areas (eg frontier areas, mountain regions). Comprehensive regional development programmes are being formulated by the Länder on the basis of their regional planning laws: for Austria as a whole (Federal territory) a regional planning scheme is being elaborated in co-operation between the government, the Länder and the local authorities.

IV. INVENTORY OF DOCUMENTATION

1. Report

"Rural regions in Austria", Osterreichisches Institut für Raumplanung, on behalf of the Bundesministerium für Land und Forstwirtschaft, Publication No. 37.

Contents: A. Der landlichen Raum: Wesenlicher Teil des Lebens- und Wirtschaftsraumes.

B. Lage, Entwicklungstendenzen und Probleme von Bevolkerung und sowietere wichtiger Lebensbereiche.

C. Entwicklung, und Gestaltung des landlichen Raumes.

./.

2. Maps

Figure 3: Population growth in the West - stagnation in the East

Figure 4: Migration from town to country - an important factor in regional population trends

Figure 10: Number of tourist by judicial district in 1970

Figure 11: Regions with a predominantly agricultural structure (1961) and areas of non-commercial activity (1964)

Figure 12: Farmed areas for agriculture and forestry and areas of subsistence farming (1964)

Figure 13: - Provision of central services

- Growth centres - provision of central representative institutions

Figure 14: - Number of university or college students by administrative district

- Situation as regards schooling of 10-14 year olds

Figure 15: Areas with poor medical facilities

Figure 16: Reorganisation of the structure of municipalities and collaboration.

2. BELGIUM AREA: 30,507 sq km

I. PROBLEMS

The socio-economic decline of rural regions has gradually changed into a movement back to the land by the inhabitants of densely populated urban areas.

This re-occupation of the countryside was encouraged in Flanders partly by the dense network of urban centres and partly by the highly developed communications network and relatively short distances made it possible for considerable numbers of people to become commuters.

In Wallonia, which is more sparsely populated and is characterised by extensive areas of countryside and forest land, the problem of agricultural decline also exists.

Rural area: 72%

Urban area: 28%

II. OBJECTIVES

Flanders:

Protection of open spaces, landscapes and nature; strict control of land use; restrictive regional planning designed to check suburbanisation.

Wallonia:

In addition to the socio-economic development of certain peripheral rural regions by encouraging tourism and recreation, rationalisation of the agricultural sector and development of existing urban centres.

III. INSTRUMENTS

Restrictive regional planning comprising the following major instruments:

1. Sectorial plans in which land use has been specified for the entire territory.

2. Local authority development plans: these offer ample opportunities for a local planning policy.

Reallocation of land:

Land distribution plans, whose purpose may extend beyond mere farming economy, while at the same time indicating the means of reorganising rural areas.

A rural renewal committee exists in Wallonia.

IV. INVENTORY OF DOCUMENTATION

1. Report

"Rural regions in Belgium", 30 pages.

2. Maps

1. Agricultural areas in Belgium
2. Urbanisation process in Belgium - town and country planning regulations in force until 1980
3. Population density
4. Development of urbanisation in Belgium
5. Developing areas in Belgium
6. Tourist districts and parks
7. Tourist districts, parks and centres
8. General map of rural areas in Belgium. 8

./.

3. CYPRUS AREA: 9,251 sq km

I. PROBLEMS

- Depopulation of the countryside as the population is attracted to the towns
- Problems of agricultural development
- Problems of development around urban centres

II. OBJECTIVES

- Definition of the number of problem rural areas of major interest
- Drawing-up of "integrated rural development projects"
- Development of the country through farm reorganisation, developments of ports and industries, expansion of tourism and recreation

III. INVENTORY OF DOCUMENTATION

"Problems of rural regions in Cyprus"
submitted by the Cypriot delegation.

---

4. DENMARK AREA: 43,000 sq km

I. PROBLEMS

Depopulation in rural districts resulting from rationalisation and amalgamation of small holding has stopped.

On the other hand, people from urbanised areas and towns move out and settle in the villages, but are still working in town.

Increasing difficulties by maintaining local service facilities, shops, schools etc.

Threats to the environment and nature by pollution of various kinds.

Holiday and tourist facilities are needed to an increasing extent.

./.

70% agricultural land

10% forest

10% uncultivated land

10% urban areas

II. OBJECTIVES

Clarification of the village problem; discussion about the future hierarchy of towns and centres with facilities to serve the rural districts.

Protection in general of the open country, nature and especially the coastal regions against pollution and urban sprawl.

Planning for recreation, second homes and holiday centres.

III. INSTRUMENTS

Urban and Rural Zones Act

Agricultural Land Act

Conservation of Nature Act

Regional planning, done by the county councils according to the National and Regional Planning Act.

IV. INVENTORY OF DOCUMENTATION

1. Reports

National report: Rural areas in Denmark, Ministry of the Environment, National Agency for Physical Planning.

2. Maps

Not available.

5. FINLAND AREA: 337,000 sq km

I. PROBLEMS

The vast, sparsely populated regions in the north, where climatic conditions are severe, are partly cultivated and for the most part wooded. For years they have suffered from population emigration. As a result, population, socio-economic activities and prosperity are concentrated in the south.

Within the catchment area of these urban regions, there are problems of preserving adequate open spaces, protecting nature and planning for recreation and second homes.

Disintegration of the urban structure and urban sprawl.

II. OBJECTIVES

Balanced socio-economic development of all regions.

Protection of coastal areas and shores: protection of the aesthetic and ecological qualities of the landscape by creating nature reserves and national parks, planning leisure and recreation activities and controlling second homes.

Re-integration of the urban structure.

III. INSTRUMENTS

Regional development policy legislation.

Regional development fund for promoting economic activity in developing areas.

Regional physical plans for natural protection and recreation areas.

Co-operation of neighbour municipalities in general planning.

IV. INVENTORY OF DOCUMENTATION

1. Reports

Not available.

2. Maps

Not available.

6. FRANCE AREA: 551,208 sq km

I. PROBLEMS

The depopulation of the countryside has resulted in a marked drop in living standards as compared with the towns.

Standards of rural housing, income and public service networks pose serious problems.

Because of the geographical imbalance in urban development, France is faced with the problem of abandoned agricultural areas and almost deserted villages. These regions must be protected, firstly from complete dereliction and decay, and secondly from ill-advised use of the land by the urban population.

The problem of second homes also arises - temporary occupation of dwellings, building and siting unsuited to local surroundings, houses unoccupied for the greater part of the year.

Rural area: 91.3%

Urban area: 8.6%

II. OBJECTIVES

Stabilisation of the process of rural depopulation, (which began more than a century ago and has probably been aggravated by an undue policy emphasis on the development of regional metropolises), without however impeding the modernisation of agriculture, which remains an important part of the national economy.

Development of rural areas which have development potential because of the quality of the environment, the existing situation and their location in relation to urban areas.

Gearing of agriculture to the potential and problems of each region, even if in certain regions this means promoting patterns of production which are less economic, but create jobs and so enable the population to be maintained, especially in mountain areas.

Various employment possibilities in industry, services and crafts.

Recreation and tourism as one of the driving forces of regional development.

Planning to control the spread of second homes. Protection of valuable landscapes.

Re-use of derelict land by reafforestation, cultivation, specific crops, recreation.

III. INSTRUMENTS

Planning and development must be the responsibility of local government. Regional development plans (Plans d'Aménagement Ruraux - PAR) are being drawn up, together with area agreements which associate small towns and the surrounding countryside as territorial units.

Besides an agricultural policy whose main objective is to help farms achieve higher incomes, there is a policy of rural renewal in depressed farming areas whereby the local authorities are provided with additional financial resources and a number of "roving" officials who help to define and implement suitable policies. In particular, since the Decree of 20 February 1974, amended in 1975, hill-farming has received support (special hill-farming indemnity) linked to its function as a preserver of the countryside.

In order to check depopulation, efforts are being made to create non-farming jobs, the approval thresholds for regional development aid are lower in country areas, and special "rural aid" (l'Aide Spéciale Rurale) is specifically designed to favour job creation in all kinds of areas.

./.

IV. INVENTORY OF DOCUMENTATION

1. Report

Aménager l'espace rural, avril 1976. Direction de l'Aménagement Rural et des Structure; Direction de l'Aménagement Foncier et de l'Urbanisme.

Problèmes et Stratégies d'Aménagement pour les espaces ruraux français (national report).

2. Maps

Not available.

7. FEDERAL REPUBLIC OF GERMANY AREA: 247,960 sq km

I. PROBLEMS

A distinction is made between two types of rural region:

1. Rural regions in the immediate neighbourhood of towns.

2. Rural regions lying on the periphery or beyond the catchment area of towns.

Both the objectives and the instruments vary according to the type of region concerned.

The problems are: acute economic underdevelopment; growing urbanisation to the detriment of agricultural areas; continuous depopulation resulting from a lack of job opportunities in the strictly agricultural sector; inadequately equipped and poorly maintained infrastructure, particularly in the education and vocational training sectors; threats to the environment in general and nature in particular.

II. OBJECTIVES

On the basis of the foregoing, the main objective is to improve the situation of rural population and living conditions in the countryside. This objective is to be achieved by the creation of non-agricultural employment and developing and approving community facilities in order to halt the drift from the land and restrain urbanisation by the following means:

1. The establishment of priority functions for rural areas, taking account of the aforementioned typology.

2. Stimulation of services in growth centres taking account of the hierarchy of existing centres.

The following factors are also taken into consideration, however:

1. Agricultural production.

2. The improvement of facilities, especially as regards education and vocational training.

3. Regions of ecological importance, having regard to the regeneration of the natural environment.

4. Recreation, leisure, tourism.

III. INSTRUMENTS

A distinction has to be made between regulatory measures and development measures. The former primarily concern rural regions in the immediate neighbourhood of urban concentration, whereas development measures concern more particularly rural regions situated outside the catchment areas of large towns. In addition, there are special programmes for regions with specified problems, eg the river Ems area, frontier regions etc.

IV. NOTE

The systematic approach and the definition of rural regions in this report are very important, since they could also prove useful for other European countries, after adaptation to the particular national context.

V. INVENTORY OF DOCUMENTATION

1. Reports

1. "Rural areas in the Federal Republic of Germany", August 1977, Bundesforschungsanstalt für Landeskunde und Raumordnung, Ref. J.3, 46 pages, 3 appendices.

Contents: Problemanriss; Merkmale und Abgrenzung des ländliche Raumes; der ländliche Raum als Problemgebiet; Ausgangslage und Entwicklungstendenzen im ländlichen Raum; Entwicklung und Gestaltung des ländlichen Raumes gemäss den Programmen und Plänen von Bund und Ländern.

2. "The development of rural regions", Institut für Kommunalwissenschaften, Volume 2, Konrad Adenauer Stiftung, Eichholz Verlag GmbH Bonn - ISEN 3-87 198-031-5, 272 pages.

2. Maps

1. Categories of areas according to the Regional Planning Act

- urban areas
- backward areas
- areas along the GDR border

2. Improvement of the regional economic structure, position as in January 1977

3. General map: classification of areas on the basis of population density.

8. GREECE AREA: 132,562 sq km

I. PROBLEMS

- Emigration of the population from agricultural areas (especially mountain regions) situated beyond catchment areas of urban regions.

- Earthquakes necessitating reorganisation of farming areas and structures.

- Conflicts on the one hand between the expansion of tourism, recreation and second homes, and on the other hand the conservation and protection of beauty spots, landscapes and historic sites.

II. OBJECTIVES

Solving the problem of emigration and redistributing the population by creating growth centres, to be developed by establishing the necessary infrastructure and public and tertiary facilities.

Planification of tourism.

Protection of regions of natural or historic value.

III. INSTRUMENTS

- Law No. 1262/1972 on urban development plans

- Law No. 360/1976 on regional planning and the protection of the environment

- Legislative Decree Nos. 1078/1971, 1312/1972, 1313/1972 and Laws Nos. 287/1976 and 289/1976 (1) on phased stimulation of the development of industry and tourism (these divide the country into five zones)

- Specific programmes for developing rural and mountain areas and the islands (eg integrated development programmes for the provinces of Evros, Cyclades, Kalavryto, Sintiki, etc)

- Regional development plans and programmes for the country as a whole

- Regional development plans and programmes for Athens

- Regional development plans and programmes for rural housing

- Regional development plans and programmes for urban centres etc

- Sources of finance: public investment budget and foreign loans.

./.

(1) Law No. 289/1976 also sets up ten regional departments for co-ordinating the regional development of the country.

IV. INVENTORY OF DOCUMENTATION

1. Report

Strategy for planning an urban network and rural regions in the European context, Athens, October 1977, 15p.

2. Maps

4 maps.

9. ICELAND AREA: 103,000 sq km

Report not available.

10. IRELAND AREA: 70,283 sq km

I. PROBLEMS

Approximately ten per cent of the active population is registered as unemployed (March 1978). There is also substantial underemployment in the agricultural sector.

By European standards the agricultural workforce is large. It presently stands at 21% and in the lesser developed regions can be as high as 50%. There is also a need for modernisation and rationalisation in the agricultural sector.

There is a constant decline in the numbers engaged in agriculture, adding to the need to create employment in the industrial and tertiary sectors.

Despite substantial investment in recent decades, there are still substantial deficiencies in the infrastructural services such as roads, sanitary services and telecommunications.

II. OBJECTIVES

The government's programme for national development 1977-80 sets out the following major objectives:

- the reduction of the number out of work by 25,000 per annum (not allowing for an outflow of 4,000 per annum from agriculture);
- providing, by means of industrial strategy, for an even spread of development throughout the country;
- raising the level of output in agriculture;
- development of infrastructure;

./.

- continued implementation of the state afforestation programme and expansion of private planting;

- increasing investment in fisheries;

- intensification of tourism development.

III. INSTRUMENTS

Substantial incentives for the establishment of new industry and the expansion of existing enterprises are available through the Industrial Development Authority. Higher rates of grants are available in the least developed areas (designated areas).

Appropriate measures, including the EEC schemes, are taken to achieve rationalisation, consolidation and increased output in the agricultural sector. It is also government policy that the food processing industry be developed in line with farm development, thus creating new employment.

Approximately one-sixth of the 1978 public government programme, a government instrument for financing capital works, has been allocated for the improvement of infrastructure.

The state afforestation programme has been geared to an annual planting target of 25,000 acres (10,117 hectares). A private planting scheme is being re-assessed with a view to its expansion.

A fisheries development programme is being prepared which will encourage investment in boats, processing facilities, harbours, stock conservation, marketing and training.

Bord Failte (the National Tourist Board) is updating its tourist development plan in the light of tourism trends and the government's economic objectives. Access transport is being improved. Grants are available for the development of holiday accommodation and other tourism development work.

IV. INVENTORY OF DOCUMENTATION

1. Reports

Irish reply to Belgian questionnaire for the Fourth Conference of Ministers responsible for Regional Planning.

Review of regional policy: statement issued by the Government Information Bureau.

2. Maps

1. Planning regions
2. Main physical characteristics
3. State forests
4. Major touristic resource areas

5. Proportion of holdings under 50 acres

6. Planning regions

- designated areas
- growth centres

11. ITALY AREA: 301,226 sq km

I. PROBLEMS

The problems arise at the socio-economic level, viz. the difference of living standards between urban and rural areas. At issue here are, firstly, less populated mountain regions where farming is only marginal and is carried on in physical and economic conditions which are frequently unfavourable and, secondly, the Mezzogiorno or southern region of the country, which is densely populated (despite the major flow of immigrants in the past), where the departure of workers underemployed in agriculture has not, to date, been followed up by the establishment of a suitable network of medium-scale industries.

In the coastal regions and densely populated valleys, on the other hand, more efficient protection is being demanded for landscapes of historical, cultural and ecological value.

Criterion of population density:

- agricultural and forest land: 61.3%
- non-agricultural areas: 38.7%

Criterion of agricultural use of land:

- agricultural and forest areas: 83%
- non-agricultural areas: 17%

II. OBJECTIVES

The socio-economic development of mountain regions and the whole of the Mezzogiorno, which was based on the aim of promoting a large number of growth points to begin with and has subsequently been revised and integrated into a more coherent system of territorial development policies which is intended to prevent the isolation of the areas most turned in upon the interior and the deterioration of the precarious balance of the countryside.

Ecological objectives in the major metropolitan regions.

Planning and protection of tourist areas.

./.

III. INSTRUMENTS

Regional planning of rural areas.

Setting up "mountain communities" of a multi-municipal nature with planning and administrative powers relating to agricultural organisation, socio-economic development and the improvement of housing conditions.

Two major national Acts have a contribution to make to eliminating imbalances between rural areas and those with an average or high density of resident population.

The first of these lays down the expropriation allowances for public-utility areas in terms of values calculated solely on the basis of the types of agricultural production in the areas concerned, excluding any evaluation in terms of revenue. The second recognises rural areas as productive and agricultural regions, excluding any establishments not concerned with either of these functions. Moreover, by separating property law from building law, this Act is likely to eliminate the sort of speculation which has helped produce current urban concentrations, because it reduces the value of building land to that of farming land, whether in or outside large or lesser urban centres.

12. GRAND DUCHY OF LUXEMBOURG AREA: 2,586 sq km

I. PROBLEMS

The Grand Duchy of Luxembourg is made up of two natural regions of contrasting geology, relief, climate and soil. To this must be added socio-economic and demographic differences. The northern third of the country, or OESLING, of medium altitude (450 to 500 m), is an extensive farming peneplain in the north, but is cut into strips and wooded in the south. Despite some industrialisation and a certain levelling-off in the drift from the countryside, the unsatisfactory demographic structure may well pose problems of population density. The main activities, in order of importance, are primary (farming and forestry), tertiary (tourism) and secondary.

The GUTLAND is relatively favoured by comparison with the OESLING; the altitude if less high (300 to 350 m), it is less hilly, access is easier and the climate is milder. Population, tertiary and secondary activities are concentrated. The high level of urbanisation, the cost of building land in the towns and the better living conditions outside them, together with a well-developed communications network and relatively short distances, have produced a return to the countryside around the large towns, and this has frequently led to anarchic development.

Between now and 1985 there will be a problem of full employment as a result of population growth and restructuration (rationalisation) of the iron and steel industry in the south-west.

Rural area: 90%

Urban area: 10% (in built-up areas)

./.

II. OBJECTIVES

Judicious use of rural space, in accordance with soil quality, while:

- keeping the best land for agriculture in order to safeguard its production and supply function in times of crisis;

- co-ordinating agriculture with tourism, forestry, protection of the environment and urban development (first and second homes).

Balancing of major agricultural regions by centres of non-agricultural development (tertiary and secondary activities).

Consideration for the special conditions obtaining in the OESLING (problem region).

Preservation of the present population distribution.

III. INSTRUMENTS

EEC regional development policy.

EAGGF policy.

Act of 20 March 1974 on regional planning throughout the country, providing for:

- a master regional planning programme;

- partial or overall regional plans.

Act of 12 June 1937 on the planning of towns and other large open areas, which instituted the planning scheme (communal plan).

IV. INVENTORY OF DOCUMENTATION

1. Report

Projet de programme directeur de l'aménagement du territoire - juin 1978.

2. Maps

Not available.

13. MALTA AREA: 316 sq km

Report not available.

./.

14. NETHERLANDS AREA: 33,612 sq km

I. PROBLEMS

Lying in the middle of the Western European "megalopolis", the Netherlands are already to some extent acquainted with the problem of blending the rural and urban environments. Owing to the country's limited structural dimensions, "town-dwellers" combine living in the country with working in town. This return to the countryside has done away with the boundary between town and country.

Rural area: 90.9%

Urban area: 9.1%

II. OBJECTIVES

No distinction is made between urban and rural planning, rural areas being regarded as equivalent factors in the overall socio-economic and regional planning policy.

The two general objectives are:

- to satisfy as far as possible the real desires of individuals and social groups;

- to guarantee as well as possible the diversity, appearance and continuity of the physical environment.

These objectives are also valid for rural areas.

Owing to the small scale and high demographic pressure in the country, the combining of a variety of functions and the multiple use of land are accepted. The tendency is rather to seek a balance between the different function requiring space, especially a generalised spatial differentiation.

For each sector, specific objectives are defined, but owing to merging, these objectives are adjusted according to the predominant function, scale and possibilities of spatial differentiation.

III. INSTRUMENTS

The instruments of integrated planning allow of strict regional planning and organisation of land use partly under the General Regional Planning Act ("Wet Ruimtelijke Ordening") and partly under sectoral laws (eg "Landinrichtingswet").

IV. INVENTORY OF DOCUMENTATION

1. Reports

1. Third memorandum on town and country planning

Part 1 of the third memorandum on town and country planning, 124 pages.

Part 1: Information memorandum and supplement, 65 pages.

Part 2 (a): Memorandum on urbanisation - proposed policy on urban sprawl - urbanisation and mobility, 259 pages.

Part 2 (d): Memorandum on urbanisation - government decision with explanatory memorandum, 119 pages.

Part 3: Memorandum on rural regions - proposed policy on development, infrastructure and administration.

2. Study reports of the Rijkplanologische Dienst

5. General and town and country planning frameworks, Part 3: summary, national environment maps, 19 pages.

10. Town and country planning problems of rural areas, 119 pages plus appendix.

3. Netherlands reply to the Belgian memorandum concerning rural regions

2. Maps

1. General urbanisation map 1977

2. General urbanisation map

3. General map of rural regions

4. National environmental map (1/200,000)

5. Town and country planning problems - atlas of rural regions (18 maps)

15. NORWAY AREA: 383,977 sq km

I. PROBLEMS

The vast, sparsely populated areas in the north, with hard climatic conditions, partly cultivated but for the most part mountainous, have suffered for years from emigration of the population.

Agriculture and fishing and related activities form the main economic basis of these areas. Structural changes after the last war have increased the need for supplementary jobs in other sectors. The northernmost parts suffered heavily from war damages, and special problems arose when the reconstruction period came to an end. Communication problems are great because of the rugged and torn-up landscape, the long distances and the dispersed settlements.

II. OBJECTIVES

Distribution of prosperity throughout the national territory with conservation of the rural habitat, including isolated mountain or coastal areas.

Restraining emigration towards the urban areas in the south; major economic development programmes, including the safeguard of agriculture in marginal regions and the increase of non-agricultural jobs in isolated areas; main infrastructure investments; state financial aids to establishments and transfers to municipal budgets.

Conservation measures, inter alia, the setting up of nature reserves and national parks.

Planning for recreation, especially regarding second homes.

III. INSTRUMENTS

Action in favour of rural development is interwoven in the general economic and social policy of the government. The more concrete instruments are especially related to:

- state infrastructure investments;
- the agricultural policy, including fisheries;
- state financial transfers to balance municipal budgets;
- regional development policies.

1. Although natural conditions in Norway are limiting very much in range and type of agricultural home production, it is a national objective to keep a strong and viable agricultural industry. Small farm holdings situated under climatic and geographically hard conditions are given special attention in the implementation of agricultural policy measures. The Agricultural Agreement, which is normally concluded for a period of two years, lays down the results of the negotiations between the government and the farmers' organisations on farm product prices, the support to be accorded to agriculture and the actual regulations concerning the marketing of farm products.

A vacation scheme for farmers was introduced in 1971. It applies to holders of farms of more than one ha. and who receive at least 25% of their total income from farming. A permanent stand-in scheme for livestock operators was introduced in 1976. The purpose is to improve the vacation and leisure conditions of farmers. In 1975, parliament agreed on a programme to raise the average farm income up to the level of wage-earners in manufacturing industries over a period of six years. Another agricultural policy aim is to increase the value of grain and forest production, especially to the benefit of the economically weakest rural regions. The development of the agricultural structure is strictly controlled through legislation. The purchase of real estate outside regulated (built up) areas may only take place if a permit is obtained from the authorities concerned.

2. Regional development policies include state budget allocations for purposes like infrastructure investments, electrification of rural areas and strengthening of employment. State banks established for communal affairs, for agriculture, for fisheries and for manufacturing industry, are also of importance for development areas, as these are usually insufficiently covered by private credit institutions.

Specific regional development policies can be said to have started with the government's Development Programme for north Norway, running from 1952 to 1961. This was a multiple package of measures, including supplementary state appropriation for infrastructure, a special development fund, tax incentives and other stimuli.

./.

In 1961, the Development Fund for north Norway and its administration was reorganised into a development fund for the whole country, the Regional Development Fund (RDF). The aim of RDF is to ensure increased, permanent and profitable employment in districts with special employment in districts with special employment problems or where underdeveloped industrial conditions prevail.

Regional planning has an important function in the overall work on rural development. According to law, all of the 454 municipalities and 19 countries are obliged to work out economic-physical survey plans of a multi-sectoral nature.

IV. INVENTORY OF DOCUMENTATION

1. Report

Reply from the Norwegian delegation to the Belgian and German memoranda on development areas and rural regions.

2. Maps

Not available.

16. PORTUGAL AREA: 96,052sq km

I. PROBLEMS

Socio-economic decline of the countryside:

- considerable population drift towards large towns;
- the system of ownership in rural areas is a major handicap to their development, despite the importance of the primary sector for the national economy and despite the considerable potential for development in this sector.

II. OBJECTIVES

The national socio-economic objective is agricultural development as a factor of national expansion. Experiments in farming reforms following the political reform of the state.

III. INSTRUMENTS

-

IV. INVENTORY OF DOCUMENTATION

1. Report

Not available.

2. Maps

Not available.

17. SPAIN AREA: 504,750 sq km

I. PROBLEMS

Rural areas and farming, which is the basic activity in these areas, have been subjected to a process characterised by the loss of human resources, with the result that some of these areas have stagnated.

The present situation in country areas is as follows:

- the rural population amounts to 33.5% of the total population (1970 census);
- the active rural population is 20.6% of the total (1976 data);
- the Gross Agricultural Product represents 8.9% of the Gross Domestic Product (1975 data);
- rural areas cover a total of 429,000 sq km or about 85% of the national territory. This is subdivided into farming areas (39.4%), irrigated crop areas (5.4%) and landscapes (55.2%).

The main problems are:

- uncontrolled emigration and the ageing of the active farm population;
- inadequate production structures;
- uneconomic farms;
- insufficient infrastructures outside population centres;
- lack of amenities inside population centres;
- lack of job opportunities outside the farm sector.

II. OBJECTIVES

The objectives pursued in the planning of rural areas are:

- distribution of the rural population by means of a functional, complementary system of establishments, based on economic and recreational activities in the surrounding countryside;
- creation of a decent standard of living, attainable by the inhabitants of rural areas through their own efforts and by dint of national solidarity;
- focus on the ecological aspects of the rural environment, the aim being to achieve balanced systems;

./.

- development of potential resources wherever feasible, in order to reduce differences in income levels as between rural areas and between the latter and urban, industrial areas;

- to satisfy internal and external demand for the goods and services produced in rural areas, by means of selective organisation of production and land use.

III. INSTRUMENTS

The principal instruments are:

- an increase in the area of irrigated land;

- organisation of farm structures by means of land consolidation, increases in the size of farms and promotion of co-operative farms;

- vocational training and social advancement for farmers;

- reafforestation and improvement of pastureland;

- use of natural areas for recreation and leisure pursuits;

- encouragement to the siting of agricultural product-processing firms in rural areas;

- establishment of livestock markets and farm produce markets;

- provision of minimum infrastructures and amenities in all population centres, and promotion of certain centres as regional capitals.

IV. INVENTORY OF DOCUMENTATION

1. Report

Reply from the Spanish delegation to the Belgian and German memoranda on development areas and rural regions.

2. Maps

Not available.

18. SWEDEN AREA: 450,000 sq km

I. PROBLEMS

There are problems of development in rural areas in most parts of Sweden. They are however accentuated in the northern part of the country which is less populated and where it is more difficult to find alternative employment within commuting distance.

./.

The rate at which employment in agriculture has diminished has slowed down during the 70s. Together with extended commuting distances, this has led to a marked improvement in the development in sparsely populated areas and in smaller urban areas. The pressure of urbanisation and the development of new methods in agriculture and forestry has made more acute the question of nature conservation and the protection of natural resources.

The gradual change of the traditional landscape by modern farming methods and increasing land use by the urban population for recreation and leisure has led to land use conflicts in many areas, especially along the coasts, into the mountain areas and near major urban centres.

II. OBJECTIVES

The objective of regional policy is a balanced distribution of employment and services throughout the natural territory. The decentralisation of resources should be pursued more rigorously than previously.

The primary sector should have an increased role in the regional policy. A viable agriculture should be created.

Protection of coastal areas, shores and mountain areas; protection of the aesthetic, ecological and historical qualities of the landscape by creation of nature reserves and national parks; planning leisure and recreation activities and controlling the development of second homes. Much of this is the task of planning at the municipal level. Urbanisation on good farming land should be avoided.

III. INSTRUMENTS

By the means of ie grants and loans, the localisation of industrial and other activities in primarily the northern and inner parts of the country is stimulated.

Support to agriculture is considerable and is graded according to the needs of regional policy.

By a tax equalisation system, municipalities in weak areas are given the same standard of public services as in the rest of the country.

A planning is pursued on regional and national level to co-ordinate activities within the public and private sector according to the objectives of regional policy.

Building Act

Nature Conservation Act

National physical planning gives guidelines for the use of natural resources of national interest. These guidelines are integrated in the municipal physical planning.

IV. INVENTORY OF DOCUMENTATION

1. Reports

1. Environmental issues connected with planning and development in rural areas, 6 pages.

2. Swedish policy for sparsely populated areas, 11 pages.

3. Planning Sweden (enclosed), pages 58-67.

2. Maps

1. Plan for regional structure

2. Travel landscape - travel to work with public communication system

3. Welfare landscape - access to certain qualified social services

4. Population landscape I - yearly population change 1965-70

5. Population landscape II - yearly population change 1970-73

6. Age landscape I - population over age of 65, 1970

7. Age landscape II - population under age of 15, 1970

8. Education lan scape I - population with only nine years' compulsory school

9. Education landscape II - population with upper secondary school

10. Employment landscape I - employment rate, 1970

11. Employment landscape II - employment rate for women, 1970

12. The local services' coverage : Jantlands Lan, 1975

19. SWITZERLAND AREA: 41,295 sq km

I. PROBLEMS

a. The countryside in the vicinity of urban centres (including plateaux) is mainly given over to intensive farming. As a secondary function, it serves as a recreation area for the urban population. The expansion of towns is above all a threat to agricultural production and recreation areas.

b. The mountain regions proper are areas of marginal agricultural viability, and are suffering from the effects of emigration resulting from the greater attractions of the towns as compared with the countryside. The consequences of this are loss of cultural assets, abandonment of farmland and therefore the creation of areas exposed to natural dangers. Growing leisure requirements, the tourist boom, and especially the building of second homes over the last 15 years, frequently run counter to the objectives set by nature protection and landscape conservation organisations.

./.

Specific characteristics of mountain regions

- High percentage of commuters and emigration towards urban centres.
- Shortage of centralised facilities.
- Up to 20% of the active population employed in agriculture (the average for Switzerland was 7% in 1970).
- Mountain cantons are short of funds.
- Shortcomings in infrastructures.

Population distribution

1970	Absolute figures	Percentage of total population
Urban population	approx. 3,610,000	58
Rural population	approx. 2,660,000	42
Total population	approx. 6,270,000	100

II. OBJECTIVES

The complexity of the problems means that there is a need to define objectives in the field of social policy, population policy and landscape conservation.

The various sectoral objectives will have to be evaluated and their efficiency increased, in the hope that this will make it possible to maintain adequate population density in mountain areas, to reduce the difference in living standards between the relatively undeveloped regions and the highly concentrated ones, and to encourage the preservation and maintenance of the countryside.

III. INSTRUMENTS

The multiplicity of objectives, the specific character of regions with complex structures, and the specific features of the federal political system, call, on the one hand, for individual measures in particular sectors and, on the other hand, for measures of a general kind.

Individual measures will include, for example, those deriving from the different subsidy arrangements applicable to hill-farming or from the Federal Order instituting urgent regional planning measures (areas to be protected on a provisional basis, in which new buildings must be curbed or prevented).

./.

Of the general measures, the Federal Act on investment aid in mountain regions is the most important. Development programmes for the various regions are in preparation. Natural conditions and socio-economic potential have been taken as the starting point for defining the specific goals of development programmes. Taking cantonal, general and sectoral outline plans and considerations of an economic and financial kind into account, priority has been given to projected investment measures.

IV. INVENTORY OF DOCUMENTATION

1. Reports

"Swiss national planning"

1.1 Special issue, Federal Bill on regional planning, No. 2/77

1.2 Special issue, guidelines for regional planning, CK-73 No. 3/74

2. "The problem of wasterland in Switzerland", Institut Fédéral de Recherches forestières - CH 8903, Reports Nos. 112-1275

3. "Information on local, regional and national planning", Disp. No. 25 - ETH Zurich

4. "The suitability of the soil in Switzerland for certain crops", "Lakeshores" (Parts A-B-C), Département fédéral de Justice et Police

5. The Federal Forestry Inspectorate, "Overall concept for a Swiss policy on forests and timber"

6. Fifth report on the situation of farming in Switzerland and the agricultural policy of the Confederation

7. The Representative for Regional Planning "Rural regions", Bern, September 1977, 25 pages

8. Various reports.

2. Maps (in the texts and reports):

1. Map of dangerous areas in Switzerland (1/100,000)

2. Map showing the suitability of the soil in Switzerland for various crops (1/300,000)

3. Maps appended to the report "Rural regions", Bern, September 1977, of the Representative for Regional Planning

   - division of Switzerland into cantons
   - classical territorial unit.

20. TURKEY AREA: 780,576 sq km

I. PROBLEMS

The vast agricultural areas have an important economic function, but traditional forms of farming, obsolete agricultural structures, the high rate of demographic growth, as well as the polarised ownership patterns of agricultural land have led to emigration.

II. OBJECTIVES

The development and expansion of the national economy by rapid industrialisation is the main objective. Eradication of regional disparities from the point of socio-economic development, modernisation of the agricultural sector, and the protection of the natural environment are the main objectives for rural regions.

III. INSTRUMENTS

Urbanisation will be used as a tool for development.

Growth centres are established in backward regions, where public industrial and social investments will be concentrated. Private sector investments will be dire-ted to these regions through establishment of industrial estates, tax exemptions and other incentives.

Land and agrarian reform has been introduced as a means of increasing productivity and rationalisation of the ownership patterns in rural areas.

Centre villages equipped with social and economic infrastructure are created to increase the access of the villages in their vicinity to such services.

IV. INVENTORY OF DOCUMENTATION

1. Report

Not available.

2. Maps

Not available.

21. UNITED KINGDOM AREA: 244,798 sq km

I. PROBLEMS

In some of the more remote rural areas of England - the rural North (Cumbria, parts of North and West Yorkshire, parts of Humberside, and a small part of Lancashire), the Welsh Borders (parts of Shropshire and Hereford and Worcester), parts of Lincolnshire and North Norfolk, and the moors of the South West (parts of Devon and Cornwall and a small part of Somerset) - and in much of Scotland, Wales and Northern Ireland there are problems of socio-economic decline and depopulation resulting from net out-migration, a lack of facilities in comparison with the urban areas, and a decline in the number of job opportunities provided by the primary sector.

Much of the British countryside is subject to urban pressures resulting in actual and potential conflicts between different land uses eg between the demands of food and timber production, mineral extraction, communications, power stations, reservoirs and countryside recreation.

In developing the countryside the conservation of the following should be taken into account: landscape, the undeveloped coast, flora, fauna, geological and physiographical features, buildings of architectural or historic interest, ancient monuments and archaeological features.

II. OBJECTIVES

Developmental

1. Expansion of agricultural and forestry production.

2. Maintenance/creation of jobs in the manufacturing sector; encouragement of small industries, especially those appropriate to rural areas.

3. Development of tourism and facilities for countryside recreation.

4. Furtherance of the economic and social interests of rural areas; improvement of levels of infrastructure and other service provision.

Conservation

5. Check the physical spread of large built-up areas; keep surrounding land open for its amenity and recreation value; prevent neighbouring towns from merging; preserve the special character of a town.

6. Protect good agricultural land; ensure as far as possible, land of higher agricultural value is not taken for development where land of lower quality is available.

7. Conserve and enhance landscape and coastline; balance this need with the need for mineral extraction, building and other kinds of development, by ensuring good design, landscaping, rehabilitation or productive afteruse of disused mineral workings, and restoration of derelict land.

8. Conserve flora, fauna, and features of geological and physiographical interest.

9. Conserve buildings/areas of historical and architectural interest ancient monuments and archaeological sites.

III. INSTRUMENTS

Developmental policies of central government, executed by government departments, agencies and local authorities within the context of regional strategies, structure plans and local plans.

(Details of instruments and administrative structure are outlined in CMAT/HF (78) 5.)

Policies for the following land designations, some statutorily established under their own enabling legislation, are implemented within the context of the town and country planning and cognate legislation:

Green belts.

Agricultural land graded according to its quality.

National parks, areas of outstanding natural beauty, heritage coasts, areas of special landscape value; management projects for these areas.

National nature reserves, local nature reserves, forest nature reserves, sites of special scientific interest, wildfowl refuges.

Listed buildings, conservation areas, ancient monuments and sites.

(The administrative structure is outlined in CMAT/HF (78) 5.)

IV. INVENTORY OF DOCUMENTATION

1. Reports

1. Note on the general characteristics of English rural regions, 33 pages.

2. Contributions made by various agencies in Scotland to development and conservation in Scottish rural areas, 5 pages.

3. Annex Dec. 1977 (1)

4. Planning for rural areas in Wales, 3 pages.

2. Maps

Conservation of the countryside, Desk Atlas Map No. 20 - fifth revision - Department of the Environment.

22. YUGOSLAVIA AREA: 255,805 sq km

I. PROBLEMS

Socio-economic decline of rural areas owing to reduction of jobs in the agricultural sector and a scarcity of job opportunities in other sectors.

The lack of a regional planning policy for rural areas is the cause of the deterioration of the environment and conflicts concerning land use.

Deterioration of historical and ethnological values.

II. OBJECTIVES

Balanced socio-economic development of the entire national territory. Regional economic policy.

Creation of a network of growth centres.

Space planning in rural areas as a factor of overall regional planning policy.

Conservation of the historic, cultural and ethnological heritage.

III. INSTRUMENTS

Initial phase.

Development fund for backward regions.

Basic document for regional planning, ratified by the Yugoslav Federal Assembly in 1971.

More detailed studies and further instruments are necessary.

IV. INVENTORY OF DOCUMENTATION

1. Reports

1. Replies to the memorandum of the German delegation on communication axes and metropolitan areas in Yugoslavia, 1 page.

2. Replies to the memorandum of the Belgian delegation on rural regions in Yugoslavia, 3 pages.

3. Situation of large cities in Yugoslavia.

2. Maps

Not available.

./.

APPENDIX II

SURVEY AND ANALYSIS OF METROPOLITAN AREAS AND MAIN LINES OF COMMUNICATION IN NATIONAL FRAMEWORKS

1. The strategies for a conception of the European territorial and urban structure must be based on a survey of the current situation of metropolitan areas and main lines of communication. The Committee of Senior Officials confined its survey to the essential characteristics. The basic documents for this investigation were Map No. 5 (population of each urban unit of 500,000 inhabitants and more) in the "urbanisation" series of the Committee of Experts on "Cartography, Statistics and Terminology" and the map of metropolitan areas and main axes of the "draft European regional planning concept" elaborated in 1976 for the Council of Europe by the University of Dortmund Regional Planning Institute. The appended cartographic inventory is incidentally based on the contributions made by the states taking part in the European Conference of Ministers responsible for Regional Planning.

Both of these maps were included in the German delegation's document CMAT/HF (77) 13 prov. under the heading "Metropolitan areas and main axes in Europe - first draft map". Further data for the survey and analysis were available from the national contributions submitted in reply to a questionnaire.

In making this survey, the first step was to establish how many metropolitan areas and main lines of communication each state possessed, and what they were. The result was the map of "metropolitan areas and main lines of communication in Europe" (Appendix V: cartographic folder). In all, 132 metropolitan areas and 172 arterial sections were included in the survey.

2. AUSTRIA

The spatial structure of Austria is characterised by extreme differences in the areas of different parts of the country, which result in comparatively enclosed regions. The alpine region, with its strong relief, covers six-tenths of the federal territory.

The capital (which contains one-fifth of the population of Austria) is in the extreme east, while the western regions of Austria are partly connected by their functions to the neighbouring countries.

The main Vienna-Linz axis, branching out towards the west to Salzburg and in the direction of Nuremburg, is parallel to the chain of the Alps. That axis comprises between Vienna and Salzburg a motorway, main-line railways with regular heavy traffic, and in addition between Vienna and Linz, the waterway of the River Danube and a pipeline.

The main axis following the valley of the Inn from the German frontier to the Italian frontier, passing through Innsbruck, adds to the communication between the east and west of Austria a European communication route from north

to south, at right angles to the Alpine arc. It comprises a motorway, main-line railways and, according to the configuration of the vallye, a thickly populated urban strip.

There are other important axes:

- Vienna-Graz, with an extension into Carinthia (Klagenfurt-Villach);
- Salzburg-Carinthia (Villach);
- Salzburg-Graz-Yugoslav border - these two being important crossings of the Alps, in Austria, with a European function;
- Graz-Linz border of the Federal Republic of Germany, as in the Austrian part of the Rhine valley.

These axes have the same constituent features as the main axes.

More than half of the population and more than two-thirds of non-agricultural jobs are to be found along the line of these axes.

These axes described are not for the moment a factor of prime importance in regional planning policy, and in any case their completion would not enable Austria to be covered in relation to its needs. For this reason, the design for regional planning now being prepared will have to respect the various regional planning strategies of the different parts of the country, taken one by one.

3. BELGIUM

To the north and south of Belgium run development axes which have grown along the Rhine and the Seine. Alongside these two development axes of major European importance, there are other axes of national significance:

- the north-south Antwerp-Brussels axis, with prolongations to the north in the direction of Randstadt Holland, to the south-west in the direction of Lille-Roubaix-Tourcoing and to the south-east in the direction of Luxembourg.
- the east-west Brussels-Liège axis (Aachen - Maastricht).

There is also an east-west axis linking the coalfields with the industrial regions along the Sambre and the Meuse contour.

The Antwerp-Brussels-Charleroi axis has been developed in its entirety. This main communication line consists of a motorway, a waterway with a capacity of 1,350 tonnes and an electrified railway line. The plan is to develop the main communication line still further by improvements to the motorway and electrification of the railway line. Similar efforts are to be made for the prolongation of the main communication line in the direction of Paris and Randstadt Holland.

./.

4. CYPRUS

Nicosia, the capital of the island republic of Cyprus, is the only metropolitan area in the country and lies at the centre of the island with a kind of arterial road linking it to the port of Famagusta.

5. DENMARK

In Denmark the system of communication axes has been integrated within the administrative reform. The network has been formed and developed over the last few decades. At present, therefore, even the smallest municipality has access to the system of the various communication axes.

Natural conditions, the relatively high population density and the geographical situation have encouraged the growth of a very dense network of main and secondary roads. It is this development which is behind Denmark's economic boom.

The development of industry, trade, administration and services have made Copenhagen, Odense on Fünen Island and the big cities, Aarhus and Aalborg, of Jutland, major crossroads for overland transport.

Some of those cities have also become major sea ports.

6. FINLAND

Of Finland's cities, the capital, Helsinki, which is situated on the southern coast, is the only one which could be called a metropolitan area.

The regional structure plan of Finland in 1985 prepared from the regional plans made by the regional planning associations consist of partial plans which comprise the network of centres and connections, technical services. The centres are classified to capital (1), part of state (5), provincial (14), city (62) and municipal centres (246). The central object of structure plans is to strengthen the system of centres, particularly on the city and municipal centre level.

7. FRANCE

In France the main lines of communication have not been officially designated as such. The relevant documents are the infrastructure master plans for roads and motorways (1971), for airports (1973) and for railways and motorways (in preparation).

Although the infrastructure master plan for roads and motorways includes a larger network of routes than the national trunk roads alone, an attempt was made, for the sake of method, to divide roads into two categories, comparable to those of the main lines of communication:

- Trunk roads, so called because of the volume of traffic they carry. Traditionally, these start from Paris. Development along these arteries has been "natural", that is to say the result of no deliberate policy.

./.

- Additional development arteries (in the regional planning sense). The existing network of trunk roads is chiefly centred on Paris. It has therefore been an aim of regional planning policy to designate and recommend other roads, some of which might become development axes in time and reduce the centripetal effect. These links (although not officially designated) are:

Calais-Dijon,

Rhine-Rhone,

Bayonne-Rouen via Bordeaux and Nantes,

Atlantic Coast-Toulouse.

8. FEDERAL REPUBLIC OF GERMANY

In the Federal Republic of Germany the degree of concentration of the 20 metropolitan areas is generally speaking fairly high. The population density in 1975 varied between 1,120 inhabitants per square metre in the metropolitan area of Lübeck and 4,160 inhabitants per square metre in the metropolitan area of Munich. The highest immigration pressure is being felt in Munich as well, the absolute population increase in the sixties having been greater there than that in all the other German metropolitan areas together. Many arterial sections are already equipped with high quality infrastructure (four-lane highways, electrified main-line railways, waterways, pipelines and electricity transmission cables (220 kW at least)).

The outstanding favourable location of the main lines of communication has had an extremely beneficial effect on the development of the urban structure, in particular the local centres. This has led in many cases to a linear concentration along the arterial sections between the metropolitan areas (see table overleaf).

	Number of development poles between metropolitan areas	Number of active persons (1970) in thousands	Number of inhabitants (1970) in thousands
	Arterial sections	↓	↓
Aachen	- Rhein-Ruhr (Düsseldorf, Köln, Duisberg)	961	441	16
Augsburg	- München	-	-	-
	- Stuttgart	302	206	7
Berlin	- Braunschweig	27	13	1
	- Hamburg	9	4	1
	- Nürnberg	451	-	9
Bielefeld	- Hannover	217	124	8
	- Rhein-Ruhr (Dortmund)	320	144	8
Braunschweig	- Hannover	80	38	5
Bremen	- Münster	185	110	4
	- Hamburg	-	-	-
Hamburg	- Hannover	63	32	2
	- Kiel	161	70	3
	- Lübeck	44	18	2
Hannover	- Kassel	182	101	6
Karlsruhe	- Rhein-Neckar (Heidelberg, Ludwigshafen, Mannheim)	118	77	6
	- Saarbrücken	630	-	9
	- Stuttgart	241	154	6
Kassel	- Nürnberg (vers Würsburg)	628	-	9
	- Rhein-Main (Frankfurt)	184	138	11
Koblenz	- Rhein-Ruhr (Bonn)	146	88	5
München	- Nürnberg	175	139	7
Münster	- Rhein-Ruhr (Dortmund, Recklinghausen)	206	80	5
Nürnberg	- Rhein-Main (Frankfurt)	381	249	9
Rhein-Main	- Rhein-Neckar (Heidelberg, Ludwigshafen, Mannheim)	637	322	23
	- Koblenz	99	21	9
Rhein-Neckar	- Stuttgart	252	156	6
Rhein-Ruhr	- (interne)	294	233	7
	TOTAL	-	6,993	184

./.

9. GREECE

In Greece, axial development is under way wherever the geographical features permit.

The Pindos Massif permits two main lines of communication:

a. the main artery from Athens to the Yugoslav border via Thessalonika,

b. the west coast artery (Ionian Sea) Patras-Igoumenitsa, under construction.

Each of these highways is linked with:

a. the existing Patras-Athens artery,

b. the Igoumenitsa-Thessaloniki-Alexandroupolis-Greuze, under construction.

The artery Athens-Kalamata completes the system.

10. ICELAND

The capital of Iceland,Reykjavik, is the only metropolitan area of this island country. It is characterised by its function as a sea port and as a link between Northern Europe and North America. There is no development axis between the capital and the other main towns of the island.

11. IRELAND

In Ireland, the major road system is divided off into two categories, namely the national primary roads (including European routes) and national secondary roads.

Where the development of the western part of the country is concerned, most of the designated areas are not served by the main line of communication. Many of the least developed areas are almost entirely dependent on the existing road network. Thus a key element in the regional strategy for the western part of the country is the improvement of the national primary and secondary roads.

12. ITALY

The development of Italy's eighteen metropolitan areas and the development axes linking them is part of a long history which goes back to the Roman Empire. The boot-shaped territory of Italy in the centre of the Mediterranean Sea can be divided into four physical entities - northern Italy, central Italy, southern Italy and insular Italy. Economic development has mainly depended on position along this north/south axis. The northern part of Italy extends to the northern slopes of the Apennines and forms the southern extremity of the central European development axis. Industrial development in this region - which has nine metropolitan areas and a network of arterial roads linking them - has been particularly intense, especially in the Po valley.

./.

The regions of central and southern Italy and of insular Italy have only a few metropolitan areas apart from Rome and Naples. All the major cities (including those of Sicily) are coastal towns which are linked by main roads which follow the coast. These coastal cities are distinguished mainly by their function as seaports providing communications with other Italian ports, the Balkans, the central regions of North Africa, the south of France and Spain.

13. LUXEMBOURG

The metropolitan area of the city of Luxembourg is linked by a transfrontier development axis to Brussels and to Saarbrücken.

14. MALTA

The capital, Valletta, is the only metropolitan area in this small island state. The growth of Valletta has been mainly determined by the island's position to the south of Italy in the centre of the Mediterranean and by conditions favouring the development of commercial and military activities. Because of Malta's particularly close relations with Great Britain, Italy and Libya, the seaport city of Valletta acts as a go-between between Europe and North Africa on the one hand, and the West and the East on the other.

15. NETHERLANDS

In the western part of the Netherlands, there are four urban regions surrounding an open central area in the form of a horseshoe. The assumption still is that, to the south of a line from Alkmaar to Arnhem, an urbanisation zone stretches towards Rhine-Rhur, Belgium and northern France.

Between the metropolitan area of Amsterdam, The Hague, Rotterdam and Utrecht there are lines of communication of various types (motorways, railways, waterways).

16. NORWAY

Norway's communication axes must be seen not only in connection with geographical conditions or the urban structure etc, but in connection with shipping. In 1975, for instance, 60% of internal goods transport was effected by sea, 30% by road and 10% by rail. 90% of passenger traffic was by road. Domestic air transport has expanded on a considerable scale. There are two main lines of communication between Oslo and Sweden, while two secondary axes link Oslo with Kristiansand and with Stavanger in the south-west and with Bergen and Trondheim in the west and north.

17. PORTUGAL

Situated in the extreme south-east of Europe and the Iberian Peninsula, Portugal is a country which faces the Atlantic and possesses two metropolitan areas. These two cities, one of which is situated in the south (Lisbon) and the other in the north of the country (Oporto), are coastal towns and major seaports.

./.

Although Portugal and Spain are linked only by river valleys and mountain ranges which are difficult of access, all Portugal's main roads, which start at Lisbon, lead to Spanish cities (Badajoz, Seville, Valladolid). The communication and development axis linking the Portuguese cities of Lisbon and Oporto and whose route continues towards the Spanish city of Corunna cannot yet be classed as a development axis.

18. SPAIN

The siting and layout of Spanish metropolitan areas and development axes have been strongly influenced by Spain's history and by the country's geography. Under the fourth national development plan, the major cities are, as regional centres, the sites of major industrial settlement and tertiary activities of a high standard while at the same time they act as dynamos in the process of innovation.

Depending on the extent of their development and the objective in view, these metropolitan areas are classified in three different categories:

- metropolitan areas which are currently being decongested: Madrid, Barcelona, Valencia, Seville and Bilbao;

- metropolitan areas used for the planning development of rural areas: Santiago de Compostela, Oviedo, Saragossa, Murcia, Malaga, Valladolid, Palma de Mallorca, Santa Cruz de Tenerife and Las Palmas;

- metropolitan areas situated on development axes distinguished by a very high degree of urban concentration: Barcelona, Valencia, Murcia and Bilbao.

The adverse consequences of urban concentration are already becoming apparent in the cities of Madrid, Barcelona, Valencia and Seville. The other metropolitan areas are also under strong pressure from immigration, however. As regards road and rail traffic, the main lines of communication are mostly well equipped. A number of urban centres are already linked by motorways and main-line railways.

19. SWEDEN

In Sweden the localised axial urban structure is not applicable, but the metropolitan regions of Stockholm, Göteborg and Malmö are joined by lines of communication. Where railways are concerned, there are several alternatives. For motor traffic between Göteborg and Stockholm there is a northern layout route, and also a southern layout route from Vetter.

There are also main lines of communication between Stockholm and Oslo and between Göteborg and Oslo. However, in comparison with the other lines of communication these are considerably less developed.

In a country as sparsely populated as Sweden, any identification of lines of communication could lead to misconceptions.

./.

20. SWITZERLAND

The urban structure of Switzerland is marked by a considerable degree of decentralisation, the inheritance of a lengthy historical evolution, and increasingly strong tendencies towards the growth of urban concentrations. The concentration phenomena are the cause of a great many structural and depopulation problems in certain of the country's less privileged regions.

Urban development, in particular that of the country's major centres (Zurich, Basle, Geneva, Berne and Lausanne) is connected with the existence of several development axes which do not impair the environment:

a. the two north/south development axes linking the upper Rhine valley and northern Italy via the Alps;

b. the east/west development which traverses the whole length of the Swiss plateau from Lake Constance to Geneva.

These development axes branch out into several parallel roads.

21. TURKEY

There are three metropolitan areas recognised as such in the national development plan: Ankara, Izmir and Istanbul. It is true that the city of Adana has the characteristics of a metropolitan area, but it is not yet recognised as one.

In the metropolitan areas, the concentration of population has led to an increase in traffic, a worsening of the housing shortage and an expansion of the tertiary sector.

The development axes are Istanbul - Ankara - Adana; Istanbul - Izmir; and Izmir - Ankara.

Ten cities with populations of over 100,000 are situated on these development axes. Nonetheless, there are still gaps in the urban concentration and industrial development along these axes. Urbanisation tends to be most rapid in the western part of Anatolia.

There are also clear signs, however, that urbanisation is progressing along the development axes and other communication axes.

22. UNITED KINGDOM

Between the sixteenth and nineteenth centuries, the United Kingdom was transformed from being a largely rural society to an urban society in which the majority of the population lived in towns. This change was brought about through the industrial revolution enhanced by a rapid growth of population in the nineteenth century. Large industrial towns, later to become the core of the present metropolitan areas, grew up at the best sites for basic industries - mainly coal and iron-ore mining, ship-building, and textile manufacture. And, as a major trading nation, metropolitan development has also occurred at the prime ports, encouraged in the nineteenth and twentieth centuries through the United Kingdom's central position in the British Empire and later the Commonwealth.

The main metropolitan centres have therefore developed in the Midlands, north west and north of England, the central lowland valley of Scotland, the South Wales coalfield, and on the east coast of Northern Ireland. Bristol is one of the newest of the metropolitan centres building modern industry on to an historic port. Although London has never been reliant upon heavy industry, its role as the major metropolitan area in the United Kingdom has developed through its capital, port and trading functions and through its proximity to the main European centres.

The main lines of communication in the United Kingdom spread radially from London, which is joined not only to the other metropolitan centres in the United Kingdom but also through cross-channel air and sea links to the major centres of Europe. London is also a major air and sea communications centre for the whole world. The principal radial axes on the ground in the United Kingdom follow the north-south backbone of England, although in recent years east-west road communications have been much improved, notably between Manchester and Leeds and between Glasgow and Edinburgh. Belfast is most closely linked to Glasgow and to Liverpool (and thence London).

23. YUGOSLAVIA

Yugoslavia's development axis is formed by the Sava-Morava line (Ljoebljana, Zagreb, Belgrade, Skopje).

APPENDIX III

ANALYSIS OF OBJECTIVES, INSTRUMENTS AND MEASURES AVAILABLE NATIONALLY IN FUNCTION OF CONCEPT OF METROPOLITAN AREAS AND MAIN LINES OF COMMUNICATION

1. Unlike Denmark, the Federal Republic of Germany, Greece, Spain and Turkey, it is apparent from the reports submitted by France, Ireland, Italy, Yugoslavia, the Netherlands, Norway, Switzerland and Sweden that in those countries a conception of local axial development and control based on the concept of main lines of communication and metroplitan areas is not applied at all, or is only partially applied. It is recognised, however, that the metropolitan areas and main lines of communication have a certain influence.

2. AUSTRIA

A comprehensive regional planning design for Austria is at the moment still in the preparation stage. It is the product of joint action by the Federation, the Länder and the municipalities. So far it is impossible to say just how far the design for the main lines of communication will be of use.

On the basis of very different spatial data, the overall Austrian regional planning policy cannot be expected, in future, to be confined to a single structural strategy.

From an overall point of view, attention is being directed towards particular problem areas, and to areas with a high development potential.

Among the former are the frontier regions in the east of Austria, the old inadequately structured industrial regions and parts of the mountain regions.

In connection with the extension of the Rhine-Main-Danube canal, the regions with a high development potential include the area along the Danube and the central regions around the capitals of the Länder, and, as tourism develops, certain parts of the mountain regions.

3. BELGIUM

Features of Belgium's territorial structure are its geographical situation as against North Western Europe's centres of gravity, the extent of its territory and high population density. The development axis is an integral part of the regional planning policy. Each development axis represents the vertebral column of the major urban concentrations which are tending to form a linear concentration and which ultimately present a more or less continuous ribbon of major conurbations. A distinction can be made between two types of axes: those of European importance, and those of national importance.

4. CYPRUS

Nicosia, the capital of the island republic of Cyprus, is the only metropolitan area in the country and lies at the centre of the island with a kind of arterial road linking it to the port of Famagusta.

5. DENMARK

Denmark is accordingly covered by a transport network made up of motorways and railway lines. This "H" shaped network stretches from the east to west, from Copenhagen to Esbjerg (by Odense on the North Sea), from north to south from Elsinore to Lolland-Falster via Copenhagen, and from the north of Jutland via Aalborg and Aarhus to the German frontier.

The outline of the coast and the existence of islands have made it necessary to organise a network of ferry-boat lines linking the different parts of the country. Mention must be made first and foremost, among the numerous bridges constructed in the last 30 or 40 years, of the relief bridge built over the Little-Belt. The number of ferry-boat lines is still high, however, and is in fact continually on the increase.

6. FINLAND

A balanced socio-economic development of all regions is the objective of regional development policy in Finland. In the urban areas of the capital, Helsinki, and some bigger towns the aim is to control the dispersal of the urban structure.

7. FRANCE

The policy in France is one of "métropoles d'équilibre" as a counterweight to Paris. A new direction will be given to this policy on the basis of the following considerations:

- to halt the extension of urban concentrations in peripheral areas;
- to encourage the balanced development of small towns;
- to designate new centres as being possible and suitable;
- to reserve open spaces;
- to improve living conditions in the suburbs;
- to improve the attractiveness of the "secondary" conurbations so that they can cater for further population increase;
- to promote international prestige by increased business activity and the creation of localities of supranational importance.

The cornerstone of this policy is the principle of decentralisation. The aim is not only to lessen the growth of Paris, but also to encourage the development of other conurbations which will have to provide equilibrium by giving added stimulus to their own areas of influence. The measures whereby it is intended to put through this policy are not directly aimed at metropolitan

areas; rather they are to be applied to their zones of influence. The purpose behind this policy is principally to connect and integrate the conurbations, rural areas and industrial regions already existing by means of measures affecting communications (principle of axes).

8. FEDERAL REPUBLIC OF GERMANY

In the regional planning policy of the Federal Republic of Germany, the localised axial urban structure is the backbone of the planning system. This system has been adopted by both the national regional planning programme of the Federal Republic of Germany and most of the development plans and programmes of the Länder. There is provision in the programmes of the Länder for functional differentiation for development poles and axes.

The urban centres and development axes which are the instruments of the regional planning provided for in the development plans of the Länder and by the Federal town and country planning programme should guarantee service exchanges over wide areas, links between the peripheral and central areas, geographical concentration of development potential and the provision of high quality infrastructure, and in this way to secure equivalent living conditions in all parts of the regions.

So far the term "metropolitan area" has never been used in the context of the town and country planning policy of the Federal Republic of Germany, either in the Federal town and country planning programme or the development plans of the Länder. But the high density areas jointly demarcated in 1968 by the Federation and the Länder can be regarded as metropolitan areas as defined here.

9. GREECE

The national and regional development plans of Greece give priority to deconcentration of the development of rural areas. They are therefore not based on the system of localised axial urban structure. The form of the coast and the relief make a mixed system obligatory. For the islands and those parts of the country whose geographical features permit, the system of local centres is applied.

Extensive migrations towards the metropolitan areas of Athens and Thessalonika have produced a high degree of concentration in those cities, accompanied by the familiar disadvantages of traffic congestion and pollution. In order to halt the process of concentration and encourage the development of rural areas, measures have been adopted to improve the economic and social infrastructure. The considerable immigration pressure on both metropolitan areas has caused the economy to stagnate and has resulted in a population decline in the other regions of Greece.

The means and objectives of regional planning policy have had to be adjusted to this situation. The policy encourages the development of medium-sized towns with a population of between 10,000 and 30,000. In effect, then, nearly all the principal towns in the 51 departments benefit from this policy.

./.

10. ICELAND

No data.

11. IRELAND

In Ireland, only Dublin qualifies as a metropolitan area. There are therefore no main lines of communication. Ireland's regional development policy is based on two main concepts, namely:

- the development of "growth centres";
- dispersal of industrial development.

Because of increasing concentration in the Dublin metropolitan area, development in that area is to be restricted so as to cater only for the natural increase of its existing population.

On the other hand, the government is applying an expansion policy in other towns of strategic importance. Measures have also been adopted to develop the linear infrastructure, particularly in the western parts of the country. The plan is to make it easier for industry to be brought in, by means of improvements to the network of roads.

12. ITALY

The main objective of Italy's regional planning policy is to reduce the large disparities between the northern and southern regions of the country.

In order to achieve this objective the Italian Government has decided to give particularly massive assistance to developing the regions of the Mezzogiorno. Hyperconcentration, moreover, is beginning to appear in metropolitan areas like Milan, Turin and Naples.

The planned development measures are contained in the basic programme, "Progetto 80", whose main objectives are:

- the development of a pattern of housing and open spaces based on a uniform, regular communications network,
- an upgrading of mountain areas and coastal regions,
- the development of a system of communication axes linking all these centres and itself linked to foreign communication routes.

The major problem areas are those with a high urban concentration and the metropolitan regions.

The main feature of Italy's structure is a system of communication poles and axes.

Regional urban centres and open spaces alternate all along the major communication routes, which run towards mountain passes and sea ports.

13. GRAND DUCHY OF LUXEMBOURG

The 1978 national regional planning programme provides for developing the country's structure on the basis of the system of communication poles and axes, bearing in mind the evolution of a number of supranational factors. The programme envisages the following objectives:

- to improve living conditions generally throughout the country;

- to reduce the depopulation of underdeveloped regions;

- to rationalise public investment in infrastructure;

- to draw up a plan for governmental reform.

In the national development plan the whole network of communication routes and urban centres is covered by the concept of "urban framework". Those in charge of the national development plan consider that the uniform distribution of population and employment should be guaranteed by means of a hierarchical system of urban centres. The urban framework consists of four criterial tiers of centres of development and attraction. The city of Luxembourg represents the highest tier in this hierarchy. A similar classification system exists for communication routes.

14. MALTA

No data.

15. NETHERLANDS

In the Netherlands, the planners' preference is for the creation of urban regions and the maintenance of open spaces between those regions. The assumption has always been that a zone of urbanisation stretches from Rhine-Ruhr towards Belgium and northern France, and that there are no changes in the division of the Netherlands into urbanised and less urbanised regions. Because there is a high concentration of functions in all urban regions, policy-makers are endeavouring to keep the population growth, employment and housing construction within certain limits laid down by planning guidelines. On a careful assessment, an auxiliary function is conferred on the main line of communication as a planning factor.

16. NORWAY

Norway's regional planning policy does not apply the principle of localised axial urban structure. The policy consists of guaranteeing a balanced development of employment, incomes and public services and maintaining a dispersed urban framework. It has been suggested that growth centres should be created locally so as to check the growth of conurbations of a certain size, and so as to reduce the imbalance between the different regions. The concept of decentralised concentration plays an important role. To date the term "metropolitan area" has not been used.

./.

17. PORTUGAL

Guidelines for a general concept of regional planning are contained in the third sexennial plan (1968-73).

In the sphere of regional planning this plan provides for the following three objectives to be carried out as a matter of priority:

- the development of the country's hierarchical structure,
- the decentralisation of economic growth by means of creating industrial areas and growth points, and
- the development of agriculture.

In the context of developing a hierarchical urban network, it is planned to set up a five-tier system of urban centres:

- two metropolitan areas: Lisbon and Oporto;
- two regional centres: Columbra and Évora;
- five first-class sub-regional centres (industrial centres with a population of between 60,000 and 80,000);
- five second-class sub-regional centres (rural supply centres with populations of between 30,000 and 60,000);
- ten supply centres of lesser importance (rural centres with populations of between 10,000 and 15,000).

18. SPAIN

The regional planning system based on the principle of development poles and communication axes is familiar in Spain. Regional planning is founded on development plans which are legally binding on public authorities. Each development plan covers a period of four years, and the first development plan began in 1964. A distinction can be made between three instruments: the national development plan, territorial guidelines and specific territorial programmes. A start has not yet been made on drawing up the national development plan.

Special efforts are currently being made in the areas immediately surrounding metropolitan areas to decongest these cities. This applies to metropolitan areas whose level of saturation depends on how long they have been having a polarising effect. Barcelona and Bilbao are thus the cities with the highest level of saturation; after these come the cities which became polar centres at a later date - Madrid, Valencia and Seville.

In these cities the installation of new industrial firms is to be discouraged. Moreover, it is important to encourage the setting-up of centres to counterbalance the overburdened metropolitan areas. This counterbalancing function is fulfilled in the metropolitan region of Barcelona by the centres of Gerona, Lerida and Tarragona; in the metropolitan region of Bilbao by Burgos,

Logrono and Santander; in the metropolitan region of Madrid, by Guadalajara and the Tagus axis; and in the Valencia region by Alicante and Castellón. In the region of Seville the balance should be restored by strengthening the communication axes linking that city to the centres of Córdoba, Huelva and Cadiz. It is also necessary to improve the communication routes between western Andalusia and the other regions of Spain, notably between Seville and Valencia and between Huelva and Badajoz.

The prime task of other metropolitan areas will be, by means of their radial influence, to stimulate the development of the organisation of the rural areas surrounding them.

Between Barcelona and Valencia and between Bilbao and the border with France, urban concentration is proceeding in linear form.

In some metropolitan areas like Badajoz, the actual structure of the cities and their zones of influence must be improved. Such improvement can be achieved by strengthening the urban centres which are closest to the countryside. Structure and equipping with facilities should obviate any break between the metropolitan areas and the urban centres and between the urban centres and regional capitals. It would be useful to set up an appropriate information and telecommunication infrastructure to make it easier to develop high-quality services in the countryside and to improve relations with the metropolitan areas.

Measures directly intended to remedy urban concentration have not been taken hitherto; but it is certain that increased costs, housing difficulties and the deterioration in the quality of life are having an adverse influence on immigration.

The settling of industrial concerns in the provincial capitals in the area around Madrid, for example, may be regarded as a positive contribution to decongesting the capital.

Controlling the urban concentration process has so far been made impossible for a variety of reasons. The new Land Act tries to remove current obstacles by applying the following measures:

- co-ordinating the urban concentration process and measures intended to stimulate economic and social development;
- co-ordinating private initiative; and
- preparing a supra-municipal monitoring system linked to short-term programmes and applying to all relevant institutions.

It is necessary to draw up general guidelines on improving the existing network of development axes. These guidelines should be based on the following considerations:

- integrating all the metropolitan areas into a coherent network;
- preventing transport infrastructure from interfering with metropolitan regions, and
- opening up the network of Spanish communications to the outside world;

- linking liaison routes with the major communication routes of the French road network; linking the Spanish network to Portuguese development axes with the aim of establishing a link with the Portuguese metropolitan areas. Similarly it is necessary to link up the major internal rail communication routes in the Iberian Peninsula with each other and to the network of Europe as a whole.

In the past, the route of the development axes was laid down exclusively on the basis of economic criteria, with a prime factor being the aim of reducing labour costs.

19. SWEDEN

In the regional structure plan of 1972, Sweden put metropolitan areas in the top category of the graduated scale of local centres: metropolitan area - chief centre - regional centre - urban centre. The plan has been under review since 1976 with the aim of achieving greater decentralisation. The axial factor in regional planning is not normally applied in Sweden.

There is no plan for these metropolitan areas to be extended. Their population growth has reached the limit laid down by a decision of parliament, since otherwise the environmental impact would be excessive and the stability of the other regions endangered. It is for this reason that Sweden is particularly concerned to promote the chief centres.

20. SWITZERLAND

The regional planning policy in Switzerland is designed to combat tendencies to linear concentration, by giving priority to urban decentralisation, to the social, economic and cultural development of the different regions, and to landscape protection and environmental conservation. Although it seems that the localised axial system is suitable for a certain degree of development at regional level, there would not appear to be a good case for applying it on a large scale in Switzerland.

21. TURKEY

Regional planning in Turkey has the following functions:

- to reduce regional disparities,
- to develop the territory on the basis of regional equilibrium,
- to decentralise government with the aim of improving the distribution of wealth,
- to develop regional rationally according to their resources, and
- to solve problems relating to the intensification of urbanisation and the constant growth of population.

./.

These objectives as a whole are carried out under quinquennial plans. The first quinquennial plan provided for the regionalisation of Turkey and the setting up of 24 growth points. Under the second plan (1968-72) regional planning was based on the development of major cities, industrialisation and the modernisation of farming. The main objective of the third plan (1973-78) was to achieve a pattern of territorial organisation based on the system of communication poles and axes with the aim of re-establishing the balance between the metropolitan areas and underdeveloped regions. Increased industrialisation and the development of urban centres is an essential step in this policy. The Turkish Government intends to apply the principle of regional planning by poles and axes to the country as a whole. These measures will thus be taken up again in the fourth plan, which provides for stepping up decentralised concentration. This trend will be furthered by Turkey's function of liaising between Europe and Asia. (In this context, mention should be made of the projected north/south trans-European motorway project (TEM), supported by the United Nations Economic Commission for Europe and the United Nations Environment Programme.) In the ecologically vulnerable regions, provision is being made for measures to protect, for example, farming and irrigation land, river sources, historic sites, tourist regions and nature reserves from an excessive exploitation of open spaces brought about by urbanisation and the development of communication axes.

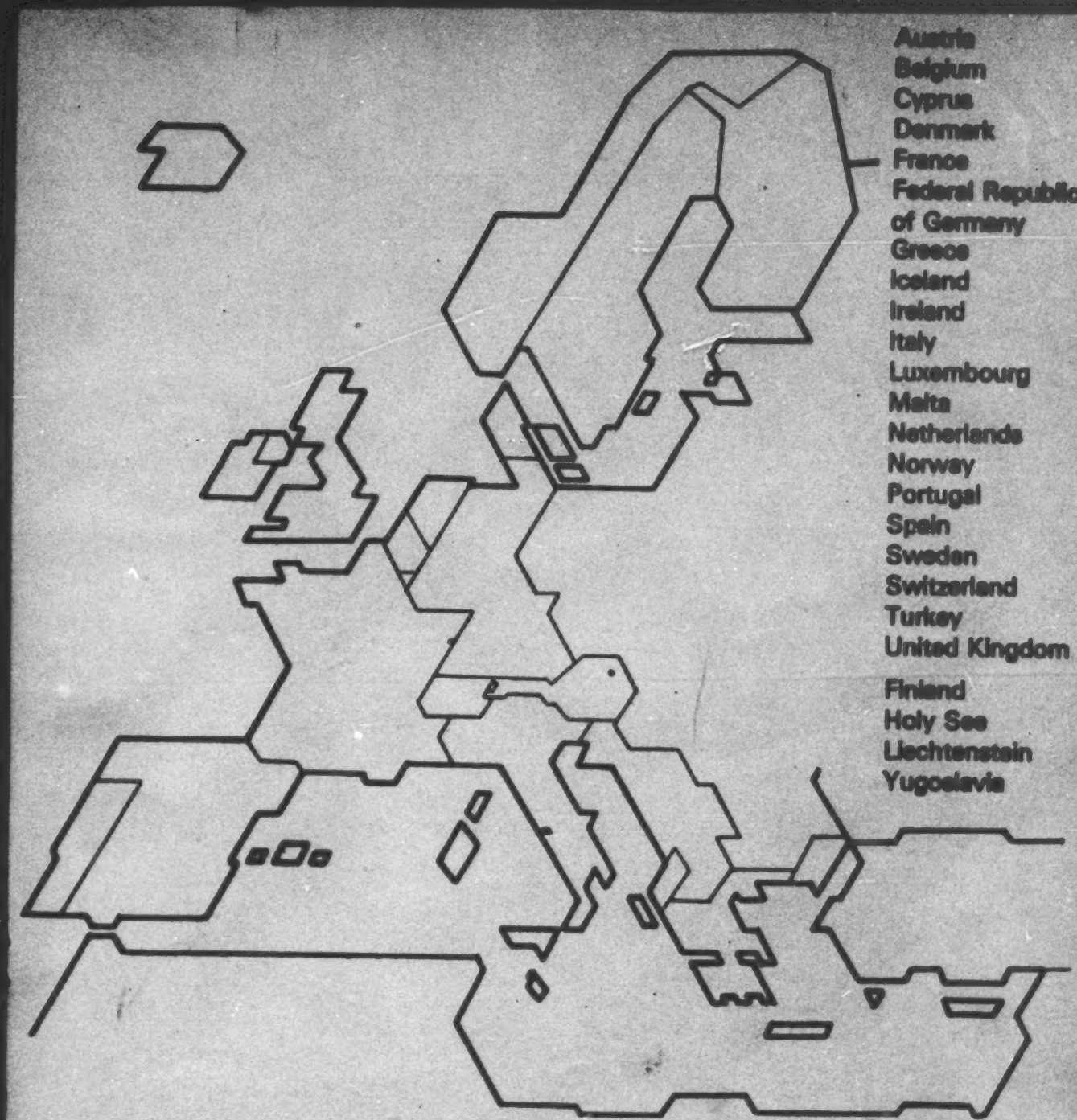
22. UNITED KINGDOM

In the United Kingdom, the general aim of urban and regional planning policy (which includes, inter alia, the location of metropolitan areas and the consideration of communication links) is to achieve the required development - industry, housing, commerce, transportation, social facilities etc - in the optimum locations taking into account economic, social and environmental effects. Regional development is promoted by aid from the United Kingdom Government and the European Economic Community (EEC) which is geographically selective, aid being concentrated in areas with high unemployment and taking the form of assistance to industry and commerce to develop in or move to these areas.

In earlier decades, United Kingdom policy was concerned with reducing housing densities and improving living conditions in the older metropolitan areas, and to this end a number of new towns have been planned and constructed. Many of these are in a ring outside the Greater London green belt, whereas others have been built to serve Birmingham, Manchester, Liverpool, Newcastle, Glasgow and Belfast. In recent years, however, concern has been expressed at the decline of the inner city areas of the larger cities, and as a result the latest policies aim to regenerate employment and revitalise living conditions in these areas.

23. YUGOSLAVIA

In the regional planning policy of Yugoslavia, based on the principle of balanced development of the whole territory, the emphasis is primarily on the major centres, with due regard to the axial principle.


Austria
Belgium
Cyprus
Denmark
France
Federal Republic
of Germany
Greece
Iceland
Ireland
Italy
Luxembourg
Malta
Netherlands
Norway
Portugal
Spain
Sweden
Switzerland
Turkey
United Kingdom
Finland
Holy See
Liechtenstein
Yugoslavia